

SIGNIFICANT PORT SAFETY AND SECURITY CASES (JANUARY 2023)

MARINE CASUALTIES

Loss of Power/Steering (10JAN2023): A U.S. flagged passenger vessel reported a loss of power and steering due to a generator failure. The vessel regained electrical power after resetting the associated circuit breakers. The 120V to 24V inverter for generator digital control display was replaced. Coast Guard witnessed satisfactory operational of the port generator. Case closed.

Loss of Propulsion (13JAN2023): A U.S. flagged passenger vessel reported an engine casualty that resulted in a loss of propulsion while transiting from Alameda to San Francisco. All passengers were safely disembarked, and the vessel was taken out of service for repairs. The Main Diesel Engines stalled while operators shifted too quickly to neutral gear, and engine RPMs dropped below the set idle speed. Engine calibration increased RPMs at idle, and delays were added to the controls when shifting gears between forward and reverse. Coast Guard witnessed satisfactory operation of the engines. LOP was not attributed to fuel switching. Case closed.

Equipment Failure (17JAN2023): A U.S. flagged towing vessel experienced a loss of main generator power while underway and engaged in dredging operations. The root cause of the generator shutdown was identified as a detached wire for the water detection sensor for the inlet filter. The generator was repaired and put back online with a full load. Class attended the vessel and witnessed satisfactory operation of the port engine. Case closed.

Crewmember Injury (19JAN2023): A U.S. flagged towing vessel transiting approximately 141 NM west of the San Francisco Sea Buoy reported a crew member injury. The crew member slipped and caught a finger in a hatch, requiring medical assistance from an on-call doctor. Case pends.

Equipment Failure (20JAN2023): A U.S. flagged towing vessel was underway from Martinez Marina when they discovered a fuel leak in their starboard engine. The vessel anchored in Anchorage 8 to conduct repairs. Case pends.

Allision (21JAN2023): A U.S. flagged towing vessel reported an allision with the Highway 37 Bridge while transiting in the Napa River with a barge in tow. No damage was reported to either the vessel or the bridge, and the vessel was able to maintain normal operations. Case Pends.

Loss of Propulsion (31JAN2023): A U.S. flagged general cargo ship experienced a loss of propulsion while getting underway from Berth 56. The loss of propulsion occurred due to poor continuity of the auxiliary relay contacts for the main engine lube oil pumps. The identified contacts were replaced, and all others were cleaned. Class attended vessel and witnessed satisfactory operation of the main engine. LOP was not attributed to fuel switching. Case closed.

NAVIGATIONAL SAFETY

Letter of Deviation (LOD), Inoperable AIS (01JAN2023): A foreign flagged bulk cargo carrier was issued an inbound LOD for an inoperable AIS. Repairs were conducted and the equipment is working properly. Case closed.

Letter of Deviation (LOD), Inoperable S-Band Radar (30JAN2023): A foreign flagged containership was issued an inbound LOD for an inoperable S-Band Radar. Repairs were conducted and the equipment is working properly. Case closed.

VESSEL SAFETY CONDITIONS

Operational Control (05JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete an annual COI inspection. Case pends.
Operational Control (10JAN2023): A U.S. small passenger vessel reported a loss of power and steering due to a generator failure. The vessel was issued an operational control (Code 701, prior to carriage of passengers). Vessel made appropriate repairs and conducted successful sea trials. Case closed.
Operational Control (11JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete an annual COI inspection. Case pends.
Operational Control (13JAN2023): A U.S. flagged passenger vessel reported a loss of propulsion and was issued an operational control (Code 701, prior to the carriage of passengers). The vessel made appropriate repairs. Coast Guard witnessed corrected deficiencies and the operational control was cleared. Case closed.
Operational Control (13JAN2023): A U.S. flagged small passenger vessel was inspected in Emeryville, CA and issued an operational control for a leak in the fire main piping. The vessel repaired the fire main piping. Coast Guard witnessed repaired fire main piping and the operational control was cleared. Case closed.
Operational Control (17JAN2023): A U.S. flagged towing vessel reported a generator failure and was issued an operational control (Code 66, prior to movement.) The generator was repaired and put back online. Class and coast guard witnessed engine running satisfactorily and the operational control was cleared. Case closed.
Operational Control (17JAN2023): A foreign flagged bulk cargo carrier was inspected at Anchorage 9 and issued operational controls (Code 17/60, prior to movement) for cracking of structural beams and water leaking through stern tube shaft seal. The vessel made effective repairs to these systems. Class attended vessel and witnessed corrected deficiencies. The operational control was cleared. Case closed.
Operational Control (19JAN2023): A U.S. flagged towing vessel was issued an operational control for failure to complete a COI annual inspection within the required timeframe. The vessel completed an annual inspection, and the operational control was cleared. Case closed.
Operational Control (19JAN2023): A U.S. flagged towing vessel was issued an operational control for failure to complete a COI annual inspection within the required timeframe. The vessel completed an annual inspection, and the operational control was cleared. Case closed.
Operational Control (20JAN2023): A U.S. flagged small passenger vessel was issued an operational control for failure to complete a COI annual inspection within the required timeframe. The vessel completed an annual inspection, and the operational control was cleared. Case closed.
Operational Control (22JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 701, prior to the carriage of passengers) for failure to undergo a drydock inspection and internal structural examination within the required timeframe. Case pends.
Operational Control (22JAN2023): A U.S. flagged small passenger vessel was issued an operational control (Code 60, prior to movement) for failure to complete a COI annual inspection within the required timeframe. Case pends.
Operational Control (23JAN2023): A U.S. flagged passenger vessel reported damage to the port transmission gear teeth and was taken out of service to conduct repairs. The vessel was issued an operational control (Code 701, prior to the carriage of passengers). Case pends.
Operational Control (31JAN2023): A U.S. flagged dry cargo ship experienced a loss of propulsion while getting underway Berth 56 and was issued an operational control (Code 60, prior to movement). The loss of propulsion occurred due to poor continuity of the auxiliary relay contacts for the main engine lube oil pumps. The identified contacts were replaced, and all others were cleaned. Class attended vessel, witnessed corrected deficiencies, and the operational control was cleared. Case closed.

SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES

Letter of Warning (04JAN23): IMD received notification of a sunken recreational vessel at Richmond Marina that discharged approx. 1 gallon of diesel into the San Francisco Bay. IMD coordinated with the responsible party to hire contractors for vessel salvage and pollution containment. IMD issued a Notice of Federal Interest (NOFI) to the owner. The source of pollution for this incident was secured, and the vessel removed from the water. No further environmental threat exists. IMD issued an LOW. Case closed.

Letter of Warning (04JAN23): IMD received a report of a sailing vessel that broke free from its anchor during a storm and ran aground in Bodega Bay Harbor. IMD responded and verified with the responsible party there was potentially 10 gallons of gasoline onboard. IMD coordinated with local FD and the owner to deploy containment boom. Contractors were hired at owners' expense and the vessel was removed from the water via crane. IMD issued a NOFI and an LOW. Case closed.

Letter of Warning (05JAN23): IMD received a report of a recreational vessel that sank at a private dock in Bel Marin Keys with potentially 100 gallons of gasoline onboard. The sunken vessel discharged approx. 1 gallon of gasoline into the San Pablo Bay. IMD duty team coordinated with the owner on scene to ensure proper containment of the discharge. The owner stated he did not have insurance but had the means to remove and recover the vessel. IMD issued a NOFI, and an Administrative Order to ensure the owner took timely and effective action. The owner was able to dewater, raise, and remove the vessel. IMD issued a LOW. Case closed.

Letter of Warning (10JAN23): IMD received a report of a recreational vessel sinking at Benicia Marina. IMD contacted both the responsible and reporting parties to confirm containment mitigations. Reporting party deployed containment boom around the vessel. IMD then confirmed that the vessel was insured and that the responsible party contracted the cleanup. IMD issued a NOFI to the vessel owner. The source of pollution for this incident was removed. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (18JAN23): IMD received a report of a recreational vessel sinking at Oakland Marina and discharging an unknown amount of gasoline into the water. The vessel owner hired contractors to deploy boom/sorbents and salvage the vessel. IMD issued a NOFI and LOW. Case closed.

Letter of Warning (23JAN23): IMD received a report of a sunken recreational vessel at Oyster Point Marina, discharging approx. 1 gallon of gasoline into the water. Responsible party was insured and deployed containment boom. Contractors were hired, raised the vessel and removed all pollutants. IMD issued a NOFI and LOW. Case closed.

Federal Pollution Incident/Letter of Warning (24JAN23): IMD received a report of a sunken recreational vessel at Oyster Point Marina discharging approx. 1 gallon of diesel into the water. IMD determined the vessel had sunk but no sheening was observed. The vessel owner claimed they had the means to raise the vessel at low tide. Following low tide IMD confirmed the owner had not raised the vessel. The FOSC determined there was a substantial threat to the environment and an Admin Order was issued to the owner directing them to remove all of the pollutants from the vessel. The owner made several attempts but was not able to raise the vessel or remove the pollutants. The owner tried again on 26JAN23 and was unable to remove the threat of pollution from the vessel. On 27JAN23, IMD issued a Notice of Federal Assumption, and a contractor was hired. Contractors recovered approx. 5 gallons of oily water mixture and additional oil-soaked sorbents from the vessel. IMD issued a NOFI. The source of pollution for this incident was removed and FOSC hired OSRO for cleanup operations. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (24JAN2023): IMD received a report that a Loading Arm at a regulated waterfront facility/refinery discharged approx. 42 gallons of light cycle oil into the San Francisco Bay. IMD contacted the reporting party, who stated that the spill occurred at 0708 and the pier had a full shut down by 0721. Estimated amount discharged was approx. one barrel. Facility deployed boom and conducted clean-up operations. Incident Command was established at the pier and contracted OSRO arrived on scene. IMD issued a NOFI. The source of pollution for this incident was secured and clean-up operations conducted. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (30JAN23): IMD received report of a sheen in San Leandro Marina from a sinking 27ft recreation vessel. Responsible party deployed containment boom/sorbents and dewatered the vessel. The source of pollution for this incident was secured and clean-up operations conducted. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.

Letter of Warning (30JAN23): IMD received a report of a sheen in San Leandro Marina from a sunken 57ft recreational vessel. The vessel owner deployed boom and sorbents and hired a contractor for vessel removal. IMD concluded that no further environmental threat exists. IMD issued a LOW. Case closed.